



1-15 north of Helena
photo by Verna Starz

NEWSLINE

Published Quarterly by the
Montana Department of Transportation Planning Division
www.mdt.state.mt.us

June 2001

2002 Draft Statewide Transportation Improvement Program

MDT will release the 2002 draft Statewide Transportation Improvement Program (STIP) on June 15th, and wants your comments and ideas on proposed transportation projects throughout Montana.

The STIP is a list of most major transportation projects planned for Montana for the next three federal fiscal years. These include Aeronautics, Rail, Highway, Public Transportation and Federal Lands Highway projects.

The main goal of the draft STIP, which is published each year at this time, is to solicit public comment on the proposed transportation program for Montana.

**THIS IS YOUR
OPPORTUNITY TO
COMMENT ON
MONTANA'S
TRANSPORTATION
PROJECTS.**

In particular, MDT seeks specific ideas concerning listed projects or suggestions for future projects.

Each year, MDT receives many helpful comments and innovative ideas from the public on transportation-related issues. We carefully consider and respond to these comments and strive to incorporate them into the department's policies and decision-making processes.

This year's deadline for submitting comments on the draft STIP is **August 1**. However, we encourage the public to comment anytime throughout the year as various transportation issues may arise.

For a look at some of the major highway projects MDT has planned for the next three years, please refer to the map in the center of this issue of **Newsline**.



Inside this Issue

Transit Tales....pg 2 & 3

CTEP Project Spotlight ...
pg 4 & 5

TranPlan 21 Update...pg 5

STIP Map ...pg 6 & 7

STIP Project Listing....
pg 8-10

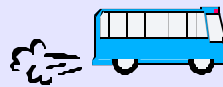
TSEP Program..... pg 11

To request a copy of the 2002 Draft STIP

- ✓ Check with your local library
- ✓ Visit our Internet homepage
<http://www.mdt.state.mt.us>
- ✓ Contact Jeff Ebert, MDT's
Project Analysis Engineer
406-444-7639 Voice
406-444-7696 TTY
406-444-7671 Fax
800-714-7296 Toll Free
E-mail: jebert@state.mt.us

✓ Or write:
Jeff Ebert

Montana Department
of Transportation
Planning Division
2701 Prospect Avenue
P.O. Box 201001
Helena, MT 59620-1001



Funding for Specialized Transportation

Governor Judy Martz made history by signing SB 448 into law on April 21. For the first time, Montana transit providers serving Montana's senior and disabled population will have access to state financial assistance to support service to this growing segment of Montana's population.

The new program will provide an estimated \$500,000 over the next two years for specialized transportation, and encourage closer coordination between providers. Sponsored by Senator B.F. "Chris" Christiaens, Great Falls, the bill imposes a 25-cent fee on vehicle registrations after December 31, 2001.

Key program provisions include:

- ◆ The revenue must be used to provide operating funds to counties, incorporated cities and towns, transportation districts, or nonprofit organizations for transportation services for persons 60 years of age or older, and for persons with disabilities.
- ◆ Funding will be distributed equally among Montana's five transportation districts.
- ◆ Preference will be given to applicant proposals that demonstrate strong coordinated services.
- ◆ School districts are invited to participate or be included in the transportation coordination efforts within the community, county, service area or region.

MDT will develop the program guidelines with the help of providers. Contact Janis Winston at (406) 444-4210 or jwinston@state.mt.us for more information.

Rural Passenger Needs Study

Montana's transit providers and MDT have a new tool to determine unmet transit needs with the recent completion of the Montana Rural Passenger Needs Study.

The goals of the study are to identify baseline data for Montana transit agencies, estimate unmet transit needs by county, estimate costs of upgrading service, and recommend ways to meet transit needs.

MDT will use the study to review applications for funding assistance and identify areas where transit service is lacking. The study also provides a comprehensive directory of Montana transit services, and helps predict future funding needs.

At the local level, the study will help transit operators in establish goals and objectives, and seek local matching funds for capital and operating grants.

For copies of the study contact Tom Stuber at (406) 444-9216 or tstuber@state.mt.us.

Montana State Trails Conference Update

"Connecting Communities with Trails", the Montana State Trails Conference at the Sheraton Hotel in Billings April 5-7, was a huge success. The conference brought together city and county planners, consultants, engineers, landscape architects, trail advocates, historians, parks and recreation folks, and elected officials.

This conference was a great opportunity for people to learn how to develop trails and greenways and promote bike/pedestrian opportunities in their communities. The conference placed a special emphasis on trails in urban and near-urban settings.

Conference sponsors included the Montana Department of Fish, Wildlife and Parks, Montana Department of Transportation, Montana Community Foundation, National Park Service, and the Rails-to-Trails Conservancy.

Conference topics included: guidelines for trail design, trail funding and advocacy, getting trails started, trail management, tourism and trails, and grant writing. Speakers included Hugh Morris and Jeff Ciabotti of the Rails-to-Trails Conservancy in Washington D.C., Jeff Erickson of Fish, Wildlife and Parks, Peter Axelson of Beneficial Design, Inc., and Kevin Kooistra-Manning of the Western Heritage Center. For more information contact Carol Strizich at (406) 444-9273 or cstrizich@state.mt.us.

The next Montana State Trails conference in 2003 promises to be even better!



MTA Conference Update

The Montana Transit Association's (MTA) 2001 Spring Conference was educational and entertaining. Keith Lowry, President of Keith Lowry Seminars, was the keynote speaker for the conference held March 21-23 in Helena. Lowry's presentation – "Who's Driving You Out of Your Mind?" – provided a funny and intriguing look at why we do what we do, and how that can be changed.

The Awards Banquet was well attended with a silent auction to benefit the Orval Meyer Memorial Scholarship Fund. Award recipients included Senator Conrad Burns, the Friend of Transit Award; Lea Strom, Quality Life Concepts the Orval Meyer Award for Transit Excellence. Safety Awards went to Wesley Wageneer and Julie Intravartolo of Hospitality House Senior Center in Big Timber; Liberty County COA in Chester; and Missoula Urban Area District (Mountain Line).

Other sessions included a presentation by Faye Nash, Casper Area Transportation Coalition, to help attendees deal with problem passengers, and Steve Dallman, Transportation Safety Institute, on Operator Fatigue. For the second year in a row, MDT staff provided Passenger Assistance Service and Safety (PASS) training to conference attendees.

The next MTA gathering will be the State Bus Rodeo in Billings on June 30. For more information, contact the MTA State Coordinator, Noel Larrivee at (406) 523-4944.



Big Sky Biking at its Best

Get ready to see one of the largest bicycling events ever held in Montana! Over 1500 riders and a 500-member support crew will be traveling between Missoula and Billings on a 575-mile Montana AIDS Vaccine Ride to raise funds for AIDS vaccine research.

The Ride will take place between July 30th and August 5th. Riders will assemble in Missoula on Sunday, July 29 and begin riding Monday, July 30. The Ride will finish, rain or shine, in Billings on Sunday, August 5 and overnight stops along the way include Lincoln, Helena, Ennis, Livingston and Columbus with 5 pit stops each day.

Keep your eyes open for the riders traveling a variety of highways, frontage roads and Interstate.

For more information call (888) 553-4567 or visit www.vaccineride.org.



Summertime Bicycle Safety Tips

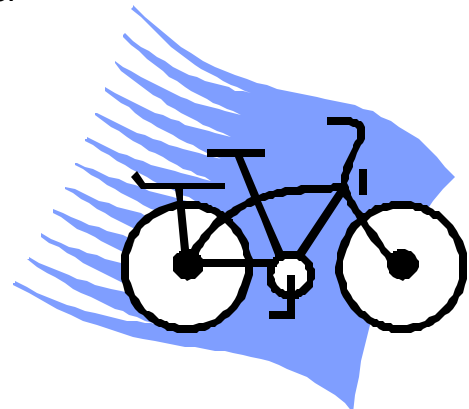
from Carol Strizich, MDT Bike-Ped Coordinator

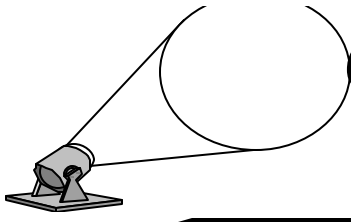
Bicycle riding is fun and healthy, but only if you remember some important safety hints.

- Before using your bicycle, make sure it is ready to ride. You should always inspect your bike to make sure all parts are secure and working properly.
- **Always** wear a bike helmet. It could save your life.
- Inflate tires properly and check brakes before riding.
- See and be seen. Always wear bright colors when riding during the day and wear reflective clothing at night. Make sure you have lights and reflectors on your bike.

Bicycles are considered to be vehicles, and bicyclists must obey the same rules as motorists.

- Ride single file in the same direction as traffic. Go with the flow of traffic – **not** against it!
- Obey the traffic signs, signals and lane markings.
- Signal your moves to others. Be courteous to pedestrians and other vehicles.
- Most bicycle crashes occur at driveways or other intersections. Before you enter any street or intersection, check for traffic by **looking left-right-left**.
- Stay alert at all times. Watch for potholes, cracks, wet leaves, storm grates, railroad tracks, or anything that could make you lose control of your bike.





CTEP Project Spotlight

(Community Transportation Enhancement Program)



Townsend Bike Path Dedicated

Saturday, May 5th marked the dedication of the Mary Gurnett and Edward Ragen BikeTrail in Townsend. The festivities included a bike rodeo and hot dogs cooked by the local fire fighters with the dedication following the picnic.

The path provides a much needed safe access from Townsend to the Indian Creek Campground area and the Missouri River for non-motorized modes of travel. This is a shared use path designed for bicyclists and pedestrians. The path meets the standards set forth by American with Disabilities Act and American Association of State Highway and Transportation Officials for shared use pathways.

This path came together with help from:

- The Broadwater County Commissioners who sponsored this project.
- The Ragen's who donated the land for the path's completion.
- The local volunteers who kept this project moving forward.
- Riverside Construction which constructed the project.
- MDT's Butte District staff who incorporated the design and construction oversight into the existing MDT urban road project.

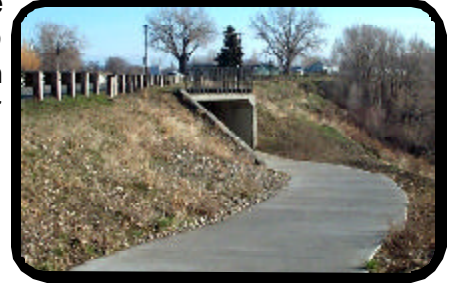
The combined project costs for the path were \$22,223.13 for the half mile path, thanks to the joint design with the MDT road project.

Thanks to everyone involved for a job well done.
Enjoy the new path!

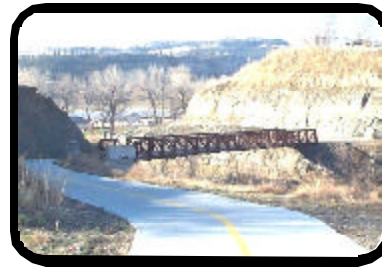


MetraPark Trail, Billings, MT

Traveling to Billings? Check out the MetraPark Trail! This outstanding two-mile trail begins near Two Moon Park, along the Yellowstone River, and into Coulson Park. Known as the Jim Dutcher Trail, the north end begins where the Kiwanis Trail leaves off - at approximately the junction of Yellowstone River Road and Cottonwood Boulevard.



Early on, the trail goes under the Yellowstone River Road, through a concrete underpass. At this point, you'll see Two Moon Park and the Yellowstone River below and the Four Dances Natural Area in the distance. Bring your binoculars for some bird watching at Two Moon Park.



From Two Moon, you'll continue southward until you cross the Willard Fraser Memorial Bridge. This bridge is 125 feet long and spans Alkali Creek. Look for the Alkali Creek waterfall nearby.

Next, pass by the east side of MetraPark, then underneath Highway 87 and the railroad bridge. You'll be right at the river's edge during this portion of your trip. More scenery to absorb! Keep going south - another bridge, this one is 50 feet long and spans the Yegen Drain. Finally, the trail goes under Interstate 90 and into Coulson Park.

The concrete-surfaced path is ten feet wide - fully accessible in accordance with the Americans with Disabilities Act. Amenities include landscaping, benches, and signing. Public restrooms (not part of this CTEP project) are available at Two Moon and Coulson Parks. The lead designer of this fantastic effort was Fischer & Associates of Billings. Construction costs were approximately one million dollars for this cooperative effort by MDT, Yellowstone County and the City of Billings.



So, put on your walking shoes, strap on your roller blades, hop on your bike, whatever ... pick a CAVU (Clear Above Visibility Unlimited) day and enjoy!

Back to School

Community Transportation Enhancement Program (CTEP) staff strives to facilitate and streamline projects. That was one of the key messages relayed to 120 attendees at recently held workshops in Great Falls, Billings, Helena and Missoula. The attendees included city, county, and tribal officials as well as consultants.

Revisions to the CTEP Guidelines were distributed to those in attendance. CTEP staff described the various phases of CTEP projects and provided advice on how local agencies can successfully navigate the process.



Jean Riley at Great Falls Workshop

Another key message of the workshop was the CTEP Bureau and the participating local agencies share common goals – these include ensuring continued FHWA funding and protecting the health, safety and welfare of the public. The CTEP application and review process is designed to achieve these goals.

One of the topics of great interest this year was Civil Rights compliance. Janet Gilbertson of the MDT's Civil Rights Bureau lead lively discussions on this topic.

An attendee survey indicated the workshop met their needs and showed great improvement over previous efforts. The willingness of CTEP staff to answer questions and provide on-site assistance was especially appreciated by participants of the program.

For more information on the CTEP program contact Thomas Martin (406) 444-0809 or email tmartin@state.mt.us.



Flagger Program Update

The flagger controls the safety of the motoring public at work zones. Drivers and pedestrians look to the flagger for directions and guidance. To the work crew, the flagger represents the first line of defense. The workers rely on the flagger to safeguard their personal safety and to keep traffic out of their way so the work can be completed.

Through the MDT's Safety Management System a flagger training and certification program was developed. Classes to train the trainers were given by Steve Jenkins, director, Montana Local Technical Assistance Program (LTAP), as of April 2001 ten instructors are authorized to teach the flagger training class for Montana Flagger Certification.

Since July 1, 2000, MDT requires certified flaggers on its construction projects. Montana certified flaggers, whose certification is valid for three years, are registered at the Montana Local Technical Assistance Program.

The Work Zone Safety group urges: Cities and Counties to require certified flaggers on their Construction/Utility jobs and to have their personnel who may be flagging certified as flaggers; the Utilities and Contractors flagging in the public right-of-way to have certified flaggers; and the public to watch out for flaggers at work zones or at incident/crash locations and obey their directions. For more information, contact Pierre Jomini at (406) 444-6113 or pjomini@state.mt.us.

TranPlan 21 Update Coming

When MDT completed Montana's first statewide multimodal transportation plan in February of 1995, Governor Racicot called the goals and actions in TranPlan 21 "a blueprint for managing our transportation system well into the next century." In the six years since then, MDT has implemented much of that blueprint and is now gearing up for the first major update of TranPlan 21.

Although TranPlan 21 had a twenty-year planning horizon, MDT has already implemented or started to implement over 70% of the TranPlan 21 policy goals and actions. These ambitious efforts have been reported in five TranPlan 21 Annual Reports ([ftp://ftp.mdt.state.mt.us/planning/2000tranplan_rpt.pdf](http://ftp.mdt.state.mt.us/planning/2000tranplan_rpt.pdf)). MDT has also routinely surveyed transportation stakeholders and the public to monitor changes in opinions about Montana's transportation system and MDT priorities. Through these implementation and evaluation efforts, MDT has identified the need for a TranPlan 21 update that will focus on three major areas.

TranPlan 21 recognized the critical role our transportation system plays in Montana's economy by dedicating one of six policy papers to economic issues. However, as Montana's economy continues to lag behind other states, the legislature and Governor have asked MDT to revisit the issue and explore other ways MDT can support efforts to improve Montana's economy. Recognizing that transportation is only one of many factors affecting economic growth, the update will focus on issues and potential activities that are within the jurisdiction of MDT and support other broader efforts.

TranPlan 21 committed MDT to developing a process that ensures the department's highway project selection process is consistent with MDT's policies. MDT has followed through on this commitment by developing the Performance Programming Process, or P³, an innovative process that takes advantage of MDT's management systems to provide improved project selection capabilities and increased accountability to MDT's customers. Now that P³ is up and running, the 2002 TranPlan 21 Update will revisit TranPlan 21 policy goals and actions to improve technical links between these policy commitments and P³ project selection objectives.

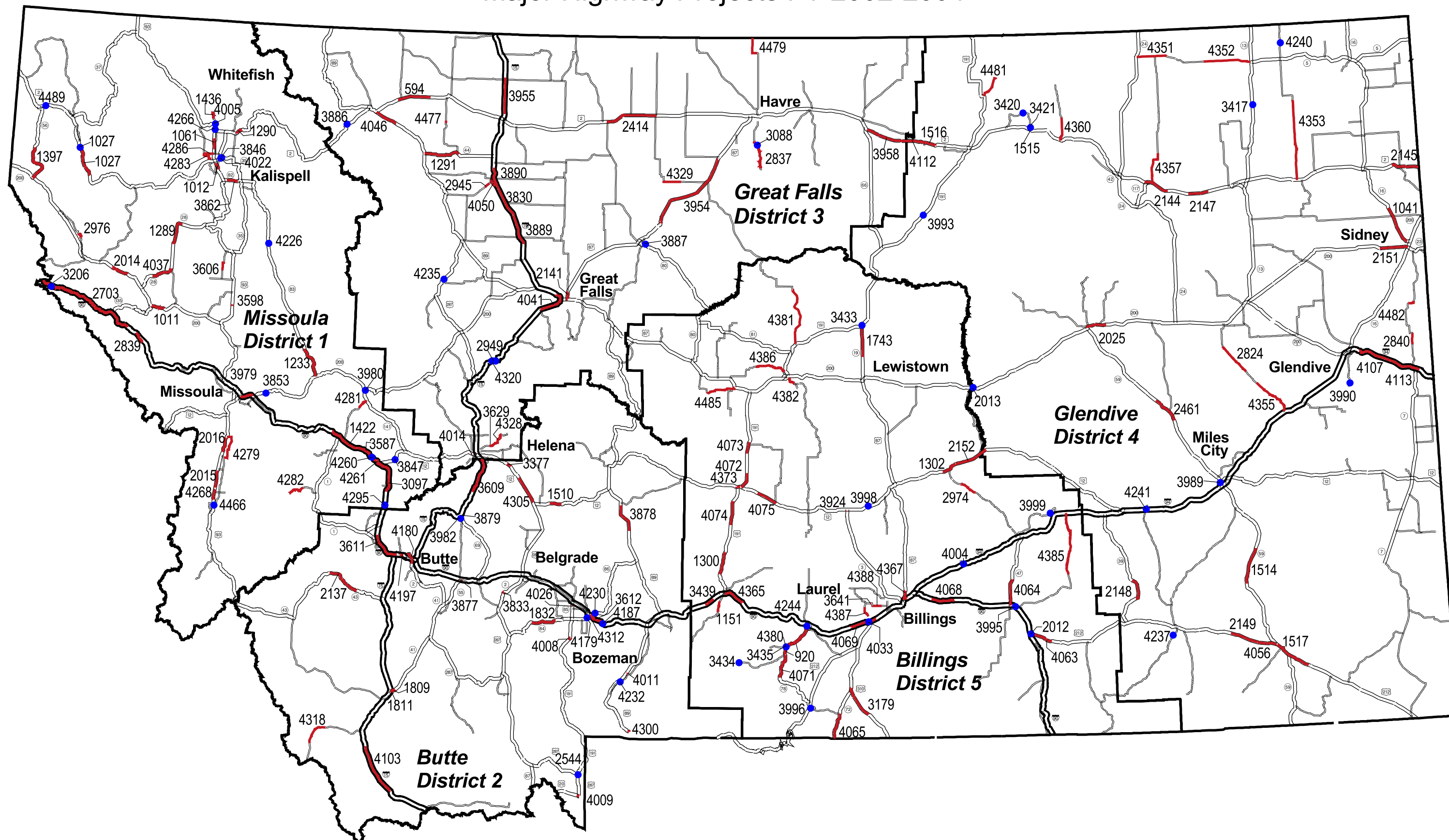
Since TranPlan 21 was adopted in 1995, Montana's highway safety responsibilities have experienced significant changes due to actions of the legislature and organizational changes within MDT. These changes include the transfer of Highway Traffic Safety responsibilities from the Department of Justice to MDT and the creation of a new MDT Traffic & Safety Bureau. The 2002 TranPlan 21 Update will revisit the appropriate sections of TranPlan 21 to reflect these changes.

During the development of TranPlan 21 in 1994 and 1995, thousands of Montanans participated in the process through public open houses, focus groups, toll-free comment lines, and letters. Although the public involvement effort for the 2002 TranPlan 21 Update will be on a smaller scale, Montanans will have many opportunities to participate in this important effort.

To carry out this important update, MDT is in the process of searching for a consultant team with extensive experience in these issues and statewide transportation planning. The project should kick off in August with completion planned for August of 2002.

Watch future editions of Newsline or MDT's website at <http://www.mdt.state.mt.us/> for more news about the 2002 TranPlan 21 Update.

Montana Department of Transportation
Statewide Transportation Improvement Program
Major Highway Projects FY 2002-2004



**MONTANA DEPARTMENT OF TRANSPORTATION
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
MAJOR HIGHWAY PROJECTS FY 2002-2004**

| MAP KEY/ MDT | PROJECT NUMBER | PROJECT LOCATION | ROUTE | REF POST | PROJECT LENGTH (MILES) | PROJECT SCOPE | PROJECT COST (\$MIL) |
|----------------------------|---------------------|--------------------------------|---------|-------------|------------------------------|-----------------------|----------------------------|
| MISSOULA DISTRICT 1 | | | | | | | |
| FY 2002 | | | | | | | |
| 3979 | BH 24-1(52)6 | BLACKFOOT RIVER-6 KM E BONNER | MT-200 | 5.5 | 0 | BRIDGE DECK REHAB | <1 |
| 3846 | BH 52-2(27)50 | SPRING CR - E OF KALISPELL | MT-35 | 50.48 | 0 | BRIDGE DECK REHAB | <1 |
| 3206 | IM 90-1(138)5 | DENA MORA REST AREA | I-90 | 4.6 | 0 | REST AREA REHAB | 1 TO 5 |
| 3853 | IM 90-2(102)106 | MISSOULA - BONNER | I-90 | 105.63 | 4.53 | RESURFACE | 1 TO 5 |
| 3097 | IM 90-3(79)173 | GARRISON - BECK HILL | I-90 | 172.6 | 7.4 | RESURFACE | >5 |
| 3097 | IM 90-3(80)180 | BECK HILL - DEER LODGE (WB) | I-90 | 180 | 8.58 | RESURFACE | 1 TO 5 |
| 3587 | IM 90-3(83)163 | GOLD CREEK - E & W | I-90 | 162.64 | 9.98 | RESURFACE, STR REHAB | >5 |
| 4489 | NH 1-1(66)22 | ROCK SCALING-WEST OF LIBBY | US-2 | 20.5 | 0 | ROCK SCALING | <1 |
| 1027 | NH 1-1(35)45 F | SWAMP CREEK - EAST | US-2 | 45 | 12.2 | RECONSTRUCT | >5 |
| 1027 | NH 1-1(65)45 | SWAMP CREEK - EAST - CHANNEL | US-2 | 45 | 0 | RECONSTRUCT | <1 |
| 1012 | NH 5-3(66)109 F | ASHLEY CREEK - KALISPELL | US-93 | 108.9 | 2.9 | RECONSTRUCT | >5 |
| 3862 | SFCP-STPHS 82-1(3) | SOMERS - EAST | MT-82 | 1.4 | 4.62 | WIDEN & RESURFACE | <1 |
| 4279 | SFCS 203-1(10)0 | STEVENSVILLE - NORTH | MTS-203 | 0 | 11.93 | RESURFACE | <1 |
| 4281 | SFCS 271-2(2)18 | HELMVILLE - EAST & WEST | MTS-271 | 18 | 4.4 | RESURFACE | <1 |
| 4282 | SFCS 348-1(4)0 | PHILIPSBURG - WEST | MTS-348 | 0 | 7.16 | RESURFACE | <1 |
| 4286 | SFCS 548-1(7)0 | WEST RESERVE DR - KALISPELL | MTS-548 | 0 | 3.92 | RESURFACE | <1 |
| 4022 | STPHS 52-2(28)51 | MT 35/SEC 317 INT - KALISPELL | MT-35 | 50.8 | 0 | INT IMP, SIGNALS | <1 |
| 1289 | STPP 36-1(11)26 | LONEPINE - N & E | MT-28 | 26.1 | 10 | RECONSTRUCT & STRUCT | 1 TO 5 |
| 4037 | STPP 36-1(17)7 | HOT SPRINGS - SOUTH | MT-28 | 7.5 | 8.8 | WIDEN & RESURFACE | 1 TO 5 |
| 1397 | STPP 56-1(3)0 | BULL LAKE - SOUTH | MT-56 | 0 | 16.5 | WIDEN & RESURFACE | 1 TO 5 |
| 2014 | STPP 6-1(76)62 | WEEKSVILLE - WEST | MT-200 | 62 | 6.7 | RECONSTRUCT | >5 |
| 1233 | STPP-STPE 83-1(20)C | CLEARWATER JUNCTION-NORTH | MT-83 | 0 | 13.12 | WIDEN, RESURF & STRUC | >5 |
| 2839 | STPS 257-1(4)0 | SUPERIOR-SE | MTS-257 | 0.17 | 4.7 | RESURFACE | 1 TO 5 |
| 4466 | STPS 269-1(28)1 | TURN BAYS NORTH OF HAMILTON | MTS-269 | 0.57 | 0.22 | TURN LANES | <1 |
| 4283 | STPS 424-1(4)0 | KALISPELL - NORTH | MTS-424 | 0 | 4.68 | RESURFACE | <1 |
| FY 2003 | | | | | | | |
| 3980 | BR 41-1(16)32 | BLACKFOOT R-12 KM NE HELMVILLE | MT-141 | 32.4 | 0 | STRUCTURE & APPROACH | 1 TO 5 |
| 3847 | BR 8-1(25)6 | LITTLE BLACKFOOT-E OF GARRISON | US-12 | 6.23 | 0 | STRUCTURE & APPROACH | >5 |
| 4226 | BR 83-2(11)59 | GOAT CREEK-20 KM S SWAN LAKE | MT-83 | 58.54 | 0 | STRUCTURE & APPROACH | <1 |
| 2703 | IM 90-1(141)0 | LOOKOUT PASS - EAST | I-90 | 0 | 27.9 | JOINT SEALING | >5 |
| 1422 | IM 90-3(73)150 | DRUMMOND-EAST & WEST | I-90 | 149.96 | 12.67 | RESURFACE | >5 |
| 4260 | IM 90-3(88)170 | INTERSTATE FENCE-DEER LODGE | I-90 | 170.2 | 0 | FENCING | <1 |
| 4261 | IM 90-3(89)171 | BANK STABILIZATION-PHOSPHATE | I-90 | 171.15 | 0.05 | EROSION CONTROL | <1 |
| 1290 | NH 1-2(68)138 F | COLUMBIA HEIGHTS - EAST | US-2 | 138.3 | 2.6 | RECONSTRUCT & STRUCT | 1 TO 5 |
| 4005 | NH 5-3(74)128 | SECOND & BAKER - WHITEFISH | US-93 | 127.74 | 0 | INT IMP, SIGNALS | <1 |
| 4266 | NH 5-3(78)125 | SIGNAL-US 93/MT 40-WHITEFISH | US-93 | 125.45 | 0 | TRAFFIC SIGNAL | <1 |
| 2015 | NH 7-1(86)49 F | HAMILTON-N OF WOODSIDE | US-93 | 49 | 4.06 | RECONSTRUCT & STRUCT | >5 |
| 2015 | NH 7-1(94)54 F | N OF WOODSIDE-VICTOR | US-93 | 53.69 | 6.9 | RECONSTRUCT & STRUCT | >5 |
| 4268 | NH 7-1(95)47 | SIGNAL UPGRADE - HAMILTON | US-93 | 46.7 | 0 | SIGNAL UPGRADE | <1 |
| 3598 | STPHS 5-2(99)37 | TURN BAYS - NINEPIPE | US-93 | 36.8 | 0.6 | TURN LANES | <1 |
| 1011 | STPP 6-1(90)85 | PARADISE-EAST(EAST SECTION) | MT-200 | 85.35 | 5.24 | RECONSTRUCT & STRUCT | >5 |
| 3606 | STPS 354-1(11)5 | 8 KM S OF POLSON - S | MTS-354 | 5.5 | 3.7 | RECONSTRUCT & STRUCT | 1 TO 5 |
| 1436 | STPS 487-1(9)3 | BIG MOUNTAIN ROAD | MTS-487 | 2.5 | 4.6 | RECONSTRUCT | >5 |
| FY 2004 | | | | | | | |
| 2703 | IM 90-1(142)28 | ST REGIS - EAST & WEST | I-90 | 0 | 43.5 | JOINT SEALING | 1 TO 5 |
| 1061 | NH 5-3(64)118 F | STILLWATER RIVER - N. | US-93 | 117.6 | 4.5 | RECONSTRUCT & STRUCT | >5 |
| 2016 | NH 7-1(93)68 F | N OF STEVENSVILLE WYE-FLORENCE | US-93 | 68.29 | 5.99 | RECONSTRUCT & STRUCT | >5 |
| 2976 | STPS 472-1(4)8 | BLUE SLIDE ROAD | MTS-472 | 8.1 | 2.2 | RECONSTRUCT | 1 TO 5 |
| BUTTE DISTRICT 2 | | | | | | | |
| FY 2002 | | | | | | | |
| 3982 | BR 69-1(18)37 | BOULDER RIVER-S OF BOULDER | MT-69 | 37.29 | 0 | STRUCTURE & APPROACH | 1 TO 5 |
| 4103 | IM 15-1(91)17 | LIMA - RED ROCK | I-15 | 17.1 | 20.8 | RESURFACE | >5 |
| 3611 | IM 90-4(46)206 | OPPORTUNITY - NISSLER | I-90 | 206.3 | 12.9 | RESURFACE | >5 |
| 4011 | NH 11-1(37)31 | TURNBAY-EMIGRANT | US-89 | 30.9 | 0.2 | TURN LANES | <1 |
| 4009 | NH 12-1(7)9 | US 20/US 191 INT-W YELLOSWTONE | US-20 | 8.5 | 0.8 | RECONSTRUCT | <1 |
| 3377 | NH 8-4(22)58 | US 287 PASS LN - BAUM RD | US-12 | 58.05 | 1.82 | WIDEN & RESURFACE | 1 TO 5 |
| 3377 | NH 8-4(30)68 | US 287 PASS LN - N OF SILOS | US-12 | 68.02 | 2.61 | WIDEN & RESURFACE | 1 TO 5 |
| 4026 | STPHS 85-1(8)5 | TURN BAYS-S OF BELGRADE | MT-85 | 4.8 | 0.4 | TURN LANES | <1 |
| 3879 | STPP 69-1(17)38 | MAIN ST - BOULDER | MT-69 | 37.77 | 0.62 | RECONSTRUCT | 1 TO 5 |
| 1832 | STPP 84-2(4)12 | MADISON RIVER - EAST | MT-84 | 12.3 | 9.9 | RECONSTRUCT | >5 |
| 1809 | STPP 89-1(8)2 | DILLON-NO. MONTANA ST. | BR-15 | 1.73 | 0.73 | RECONSTRUCT | 1 TO 5 |
| 1811 | STPP-STPE 49-1(16)C | DILLON-NE | MT-41 | 0 | 1.83 | RECONSTRUCT | 1 TO 5 |
| FY 2003 | | | | | | | |
| 4180 | CM 1899(13) | 1999 - SIGNAL UPGRADE - BUTTE | MT-2 | 84.89 | 5.25 | INT IMP, SIGNALS | 1 TO 5 |
| 4179 | CM 50-2(37)88 | 19TH & MAIN-BOZEMAN | US-191 | 87.89 | 0 | NEW SIGNAL/RECONSTRU | <1 |

**MONTANA DEPARTMENT OF TRANSPORTATION
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
MAJOR HIGHWAY PROJECTS FY 2002-2004**

| MAP KEY/ MDT | PROJECT NUMBER | PROJECT LOCATION | ROUTE | REF POST | PROJECT LENGTH (MILES) | PROJECT SCOPE | PROJECT COST (\$MIL) |
|-------------------------------|---------------------|---------------------------------|---------|-------------|------------------------------|------------------------|----------------------------|
| 3611 | IM 90-4(46)206 | OPPORTUNITY - NISSLER | I-90 | 206.3 | 12.9 | RESURFACE | >5 |
| 4011 | NH 11-1(37)31 | TURNBAY-EMIGRANT | US-89 | 30.9 | 0.2 | TURN LANES | <1 |
| 4009 | NH 12-1(7)9 | US 20/US 191 INT-W YELLOSWTONE | US-20 | 8.5 | 0.8 | RECONSTRUCT | <1 |
| 3377 | NH 8-4(22)58 | US 287 PASS LN - BAUM RD | US-12 | 58.05 | 1.82 | WIDEN & RESURFACE | 1 TO 5 |
| 3377 | NH 8-4(30)68 | US 287 PASS LN - N OF SILOS | US-12 | 68.02 | 2.61 | WIDEN & RESURFACE | 1 TO 5 |
| 4026 | STPHS 85-1(8)5 | TURN BAYS-S OF BELGRADE | MT-85 | 4.8 | 0.4 | TURN LANES | <1 |
| 3879 | STPP 69-1(17)38 | MAIN ST - BOULDER | MT-69 | 37.77 | 0.62 | RECONSTRUCT | 1 TO 5 |
| 1832 | STPP 84-2(4)12 | MADISON RIVER - EAST | MT-84 | 12.3 | 9.9 | RECONSTRUCT | >5 |
| 1809 | STPP 89-1(8)2 | DILLON-NO. MONTANA ST. | BR-15 | 1.73 | 0.73 | RECONSTRUCT | 1 TO 5 |
| 1811 | STPP-STPE 49-1(16)C | DILLON-NE | MT-41 | 0 | 1.83 | RECONSTRUCT | 1 TO 5 |
| FY 2003 | | | | | | | |
| 4180 | CM 1899(13) | 1999 - SIGNAL UPGRADE - BUTTE | MT-2 | 84.89 | 5.25 | INT IMP, SIGNALS | 1 TO 5 |
| 4179 | CM 50-2(37)88 | 19TH & MAIN-BOZEMAN | US-191 | 87.89 | 0 | NEW SIGNAL/RECONSTRU | <1 |
| 4197 | IM 15-2(74)123 | ROCKER SCALE SITE | I-15 | 123 | 1 | MCS SCALE SITES | 1 TO 5 |
| 4295 | IM 90-3(90)194 | INTERSTATE FENCE-EAST OF GALEN | I-90 | 194 | 0 | FENCING | <1 |
| 3612 | IM 90-6(90)307 | BOZEMAN - BEAR CANYON | I-90 | 307.2 | 5.9 | RESURFACE | 1 TO 5 |
| 4300 | NH 11-1(42)0 | SCOTT ST - GARDINER | US-89 | 0 | 1 | REHAB SURFACE | <1 |
| 4008 | NH 50-2(38)73 | TURN BAYS - S OF GALLATIN GTWY | US-191 | 73.2 | 1.2 | TURN LANES | <1 |
| 4305 | NH 8-4(35)65 | 2 KM S OF WINSTON - SOUTH | US-12 | 65.43 | 11.26 | WIDEN & RESURFACE | 1 TO 5 |
| 4318 | SFCS 324-1(2)17 | 8KM WEST OF GRANT - SW | MTS-324 | 17 | 10.5 | RESURFACE | <1 |
| 2544 | STPHS-NH 50-1(17)8 | SLP FLTN-WID-GALLATIN CANYON | US-191 | 8.4 | 0 | SLOPE FLATTEN,SIGNING | 1 TO 5 |
| 3833 | STPP 13-3(4)83 | SAPPINGTON JCT - SOUTH | US-287 | 83.3 | 0.7 | RECONSTRUCT | <1 |
| 2137 | STPP 46-6(3)58 | DICKKEY BRIDGE-WISE RIVER | MT-43 | 57.8 | 7.46 | RECONSTRUCT | 1 TO 5 |
| 3877 | STPP 55-3(9)13 | WHITEHALL ST - WHITEHALL | MT-55 | 12.52 | 0.57 | RECONSTRUCT | 1 TO 5 |
| 3878 | STPP 59-2(12)37 | RINGLING - N & S | US-89 | 37.1 | 11.5 | RECONSTRUCT & STRUCT | >5 |
| FY 2004 | | | | | | | |
| 4232 | BR 540-1(13)7 | STRUCTURES - S OF PRAY | MTS-540 | 6.75 | 0 | STRUCTURE | 1 TO 5 |
| 4230 | BR 86-1(25)3 | BRIDGER CR-3 KM NE BOZEMAN | MT-86 | 3.1 | 0 | STRUCTURE & APPROACH | 1 TO 5 |
| 3609 | IM 15-3(58)175 | JEFFERSON CITY - HELENA | I-15 | 175.5 | 14.5 | RESURFACE | >5 |
| 4187 | IM 90-6(91)314 | MRL OVERPASS-7 KM E OF BOZEMAN | I-90 | 314.1 | 0 | STRUCTURE & APPROACH | 1 TO 5 |
| 1510 | STPP 14-1(9)6 | EAST OF TOWNSEND | US-12 | 6.4 | 4.8 | RECONSTRUCT | >5 |
| 2137 | STPP 46-5(2)51 | SPORTMAN'S CAMPGROUND-EAST | MT-43 | 51.48 | 6.32 | RECONSTRUCT | 1 TO 5 |
| 4312 | STPP 50-2(43)88 | MAIN STREET - BOZEMAN | US-191 | 87.8 | 3 | RESURFACE | 1 TO 5 |
| GREAT FALLS DISTRICT 3 | | | | | | | |
| FY 2002 | | | | | | | |
| 3886 | BR 1-3(45)210 | TWO MEDICINE RIVER BRIDGE | US-2 | 210.1 | 0 | STRUCTURE & APPROACH | >5 |
| 3088 | BR 234-1(9)11 | BEAVER CR - 17.1 KM S OF HAVRE | MTS-234 | 10.6 | 0 | STRUCTURE & APPROACH | <1 |
| 3887 | BR 80-1(17)4 | SHONKIN CR - S OF FT BENTON | MT-80 | 4.1 | 0 | STRUCTURE & APPROACH | 1 TO 5 |
| 2949 | IM 0002(50)1 | DIST 3-BRIDGE DECK IMPVT | I-15 | 241 | 0 | BRIDGE DECK REHAB | 1 TO 5 |
| 3830 | IM 15-6(32)322 | BRADY - N & S (SB) | I-15 | 322.3 | 11.96 | RESURFACE | 1 TO 5 |
| 3955 | IM 15-8(56)366 | SHELBY - NORTH | I-15 | 365.6 | 14.6 | RESURFACE | 1 TO 5 |
| 3958 | NH 1-7(32)429 | FORT BELKNAP - EAST | US-2 | 429 | 17.2 | RESURFACE | 1 TO 5 |
| 4328 | SFCS 280-1(15)5 | WARREN SCHOOL - EAST | MTS-280 | 4.63 | 7.24 | RESURFACE | <1 |
| 4329 | SFCS 432-1(4)10 | 17 KM WEST OF BIG SANDY-WEST | MTS-432 | 10 | 7.05 | RESURFACE | <1 |
| 3629 | STPHS 280-1(14)4 | SLOPE FLTN - NE OF HELENA | MTS-280 | 4.1 | 0.8 | SLOPE FLATTENING | <1 |
| 1291 | STPP 44-1(11)0 | VALIER - WEST | MT-44 | 0 | 14.3 | RECONSTRUCT & STRUCT | >5 |
| 2945 | STPS 219-2(2)16 | CONRAD - SW | MTS-219 | 16.4 | 3.4 | RECONSTRUCT & STRUCT | 1 TO 5 |
| 4477 | STPS 358-1(3)18 | PONDERA/GLACIER CNTY LINE SLIDE | MTS-358 | 17.6 | 1 | SLIDE CORRECTION | 1 TO 5 |
| 2837 | STPS-BR 234-1(7)9 | 14 KM S OF HAVRE - S | MTS-234 | 8.9 | 11 | RECONSTRUCT & STRUCT | >5 |
| FY 2003 | | | | | | | |
| 3890 | IM 15-7(27)334 | CONRAD - N & S | I-15 | 334.3 | 9 | RESURFACE | 1 TO 5 |
| 594 | NH 1-3(36)234 F | MERIWEATHER - EAST | US-2 | 233.99 | 13.07 | RECONSTRUCT | >5 |
| 2414 | NH 1-5(10)321 | CHESTER - LIBERTY COUNTY LINE | US-2 | 321.41 | 11.21 | RECYCLE & RESURFACE | 1 TO 5 |
| 2141 | STPP 10-1(22)0 | 10TH AVE. S.-RIVER DRIVE | US-87 | 0 | 3.43 | RECONSTRUCT | >5 |
| FY 2004 | | | | | | | |
| 4235 | BR 9-2(10)47 | USRS CANAL-13 KM NE AUGUSTA | US-287 | 46.74 | 0 | STRUCTURE & APPROACH | <1 |
| 4320 | IM 15-4(89)240 | DEARBORN REST AREA | I-15 | 239.6 | 0 | REST AREA | 1 TO 5 |
| 4041 | IM 15-5(101)270 | GREAT FALLS - N & S | I-15 | 270.4 | 12.1 | REHAB CONCRETE | >5 |
| 3889 | IM 15-6(35)309 | DUTTON - N & S | I-15 | 309.18 | 13.13 | RESURFACE | >5 |
| 3954 | NH 10-2(27)52 | LOMA - BOX ELDER | US-87 | 52.22 | 36.83 | RESURFACE | 1 TO 5 |
| 2414 | NH 1-6(25)333 | HILL COUNTY LINE - EAST | US-2 | 332.62 | 9.3 | RECYCLE & RESURFACE | 1 TO 5 |
| 4014 | NH 8-2(55)42 | BENTON & LYNDALE-HELENA | US-12 | 42.47 | 0.21 | REHAB CONCRETE | 1 TO 5 |
| 4050 | STPP 21-1(10)1 | JCT I-15 - CONRAD | BR-15 | 0.83 | 2.8 | RECONSTRUCT | 1 TO 5 |
| 4046 | STPP 3-4(9)101 | 19 KM NW OF GLACIER CO LINE-NW | US-89 | 101 | 9.2 | SLOPE FLATTEN. RESURF. | 1 TO 5 |
| 4479 | STPS 233-1(8)22 | 40 KM N OF HAVRE - NORTH | MTS-233 | 21.55 | 9.05 | RECONSTRUCT | >5 |
| GLENDALE DISTRICT 4 | | | | | | | |
| FY 2002 | | | | | | | |
| 3421 | BR 243-1(7)20 | BRIDGE REPLACEMENTS-N OF SACO | MTS-243 | 20.4 | 0 | STRUCTURE & APPROACH | 1 TO 5 |
| 3990 | BR 335-1(12)13 | CEDAR CREEK-20 KM S GLENDALE | MTS-335 | 13.2 | 0 | STRUCTURE & APPROACH | <1 |
| 3993 | BR-NH 61-4(21)125 | STRUCTURES - SW OF MALTA | US-191 | 124.5 | 0 | STRUCTURE | 1 TO 5 |
| 4113 | IM 94-6(47)231 | WIBAUX - E & W | I-94 | 231.4 | 12.3 | RESURFACE | >5 |
| 4112 | NH 1-8(24)446 | PHILLIPS CO LINE - EAST | US-2 | 446.3 | 7.8 | RESURFACE | 1 TO 5 |
| 1515 | NH 1-8(25)499 F | U.S. 2-SACO | US-2 | 499.1 | 0.6 | RECONSTRUCT & STRUCT | 1 TO 5 |
| 1517 | NH 23-2(24)76 F | BROADUS-EAST | US-212 | 76.56 | 15.41 | RECONSTRUCT & STRUCT | >5 |
| 1041 | NH 62-2(17)27 F | NW OF SIDNEY-N. | MT-16 | 26.97 | 9.76 | RECONSTRUCT | >5 |

**MONTANA DEPARTMENT OF TRANSPORTATION
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
MAJOR HIGHWAY PROJECTS FY 2002-2004**

| MAP KEY/ MDT | | | | REF | PROJECT LENGTH | | PROJECT COST |
|----------------------------|------------------|----------------------------------|---------|--------|-------------------|------------------------|-----------------|
| NUMBER | PROJECT NUMBER | PROJECT LOCATION | ROUTE | POST | (MILES) | PROJECT SCOPE | (\$MIL) |
| 1041 | NH 62-2(18)21 F | SIOUX PASS - SOUTH | MT-16 | 21.23 | 5.72 | RECONSTRUCT | 1 TO 5 |
| 4351 | SFCS 248-1(2)0 | OPHEIM - EAST | MTS-248 | 0 | 11.74 | CRACK SEALING | <1 |
| 4352 | SFCS 248-6(4)28 | 44 KM EAST OF OPHEIM - EAST | MTS-248 | 27.56 | 18.57 | CRACK SEALING | <1 |
| 4353 | SFCS 251-1(2)0 | JCT US 2 - NORTH | MTS-251 | 0 | 31.7 | CRACK SEALING | <1 |
| 4360 | SFCS 537-1(3)0 | HINSDALE - NORTH | MTS-537 | 0 | 9.33 | CRACK SEALING | <1 |
| 4355 | STPS 253-1(8)0 | TERRY - NORTH | MTS-253 | 0.3 | 16.58 | RESURFACE | 1 TO 5 |
| 4357 | STPS 438-1(16)0 | NASHUA - NORTH | MTS-438 | 0 | 13.42 | CRACK SEALING | <1 |
| FY 2003 | | | | | | | |
| 3420 | BR 243-1(6)12 | WHITE CR - 14 KM NW OF SACO | MTS-243 | 12.2 | 0 | STRUCTURE & APPROACH | <1 |
| 3417 | BR 32-1(11)34 | W FK POPLAR-27 KM S OF SCOBEE | MT-13 | 34.3 | 0 | STRUCTURE & APPROACH | 1 TO 5 |
| 4240 | BR 511-1(5)6 | WHITETAIL CR - WHITETAIL | MTS-511 | 6.3 | 0 | STRUCTURE & APPROACH | <1 |
| 4107 | IM 94-6(46)218 | 4 KM E OF GLENDIVE - EAST | I-94 | 217.9 | 13.49 | RESURFACE | >5 |
| 1514 | NH 23-1(27)33 F | VOLBORG-N & S | MT-59 | 33.18 | 14.69 | RECONSTRUCT & STRUCT | >5 |
| 2149 | NH 37-3(11)85 | EPSIE-E & W | US-212 | 84.8 | 11 | RECONSTRUCT | >5 |
| 2025 | NH 57-5(24)212 F | JORDAN - EAST | MT-200 | 212.4 | 8 | RECONSTRUCT | >5 |
| 2148 | STPP 39-1(29)12 | COLSTRIP - SOUTH | MT-39 | 12.4 | 9.01 | RECONSTRUCT & STRUCT | >5 |
| 2151 | STPP 51-3(3)60 | SIDNEY - WEST | MT-200 | 59.9 | 11.8 | RECONSTRUCT, OVERLAY | 1 TO 5 |
| 2840 | STPS 261-1(7)9 | 14 KM NORTH OF WIBAUX - NORTH | MTS-261 | 8.93 | 4.53 | RECONSTRUCT | 1 TO 5 |
| FY 2004 | | | | | | | |
| 3989 | BR 2-1(34)2 | TONGUE RIVER-MILES CITY | BR-94 | 2.2 | 0 | STRUCTURE & APPROACH | 1 TO 5 |
| 4241 | BR 446-1(3)0 | ROSEBUD CR-3 KM W ROSEBUD | MTS-446 | 0.32 | 0 | STRUCTURE & APPROACH | <1 |
| 4237 | BR 566-1(5)4 | BRIDGE CR-7 KM SW ASHLAND | MTS-566 | 4 | 0 | STRUCTURE & APPROACH | <1 |
| 2145 | NH 1-10(47)656 | BAINVILLE - E & W | US-2 | 656.3 | 10.81 | RECONSTRUCT & STRUCT | >5 |
| 1516 | NH 1-8(26)454 F | DODSON-EAST | US-2 | 454.1 | 4.2 | RECONSTRUCT | 1 TO 5 |
| 2147 | NH 1-9(38)573 | OSWEGO-E. & W. | US-2 | 573.03 | 8.06 | WIDEN & RESURFACE | >5 |
| 2144 | NH 1-9(39)555 | NASHUA - E. & W. | US-2 | 554.6 | 10.2 | WIDEN & RESURFACE | >5 |
| 4056 | NH 37-3(12)96 | EPSIE - EAST | US-212 | 95.8 | 7.8 | RECONSTRUCT | >5 |
| 2461 | STPP 18-2(2)31 | ROCK SPRINGS - N & S | MT-59 | 31.4 | 11.09 | RECONSTRUCT & STRUCT | >5 |
| 4481 | STPS 208-1(6)0 | JCT US 191-WHITEWATER | MTS-208 | 0 | 9.5 | RECONSTRUCT | >5 |
| 2824 | STPS 253-1(9)23 | 37 KM NW OF TERRY NORTH | MTS-253 | 23 | 13.6 | RECONSTRUCT & STRUCT | >5 |
| 4482 | STPS 261-2(5)28 | RICHLAND COUNTY LINE-NORTH | MTS-261 | 27.84 | 2.78 | RECONSTRUCT | 1 TO 5 |
| BILLINGS DISTRICT 5 | | | | | | | |
| FY 2002 | | | | | | | |
| 3998 | BR 14-5(23)155 | DRAINAGE - 13 KM NE LAVINA | US-12 | 154.67 | 0 | STRUCTURE & APPROACH | <1 |
| 3996 | BR 308-1(23)0 | ROCK CREEK - RED LODGE | MTS-308 | 0.1 | 0 | STRUCTURE & APPROACH | 1 TO 5 |
| 3999 | BR 311-2(8)7 | BUCKINGHAM COULEE-5 KM E MYERS | MTS-311 | 6.79 | 0 | STRUCTURE & APPROACH | <1 |
| 3434 | BR 419-1(9)21 | W. FK. STILLWATER STRUCTURES | MTS-419 | 21.3 | 0 | STRUCTURE & APPROACH | 1 TO 5 |
| 3433 | BR 61-3(17)67 | BOX ELDER CR - NE OF ROY | US-191 | 67.13 | 0 | STRUCTURE & APPROACH | <1 |
| 4069 | IM 90-8(150)427 | PARK CITY - MOSSMAIN | I-90 | 426.59 | 10.61 | RESURFACE | 1 TO 5 |
| 4068 | IM 90-8(151)464 | PRYOR CREEK-BIG HORN CO LINE | I-90 | 463.96 | 9.28 | RESURFACE | >5 |
| 4367 | NH 16-1(45)0 | MAIN ST - BILLINGS HTS | US-87 | 0 | 4.65 | RESURFACE | 1 TO 5 |
| 4063 | NH 37-1(23)0 | BATTLEFIELD - EAST | US-212 | 0 | 8.9 | WIDEN & RESURFACE | >5 |
| 1743 | NH 61-3(14)55 | BOHEMIAN CORNER-SOUTH | MT-19 | 54.7 | 11.92 | RESURFACE | >5 |
| 2012 | NH 90-9(84)511 | BATTLEFIELD REST AREA | I-90 | 510.88 | 0 | REST AREA | <1 |
| 4381 | SFCS 236-1(11)0 | HILGER - NORTH | MTS-236 | 0 | 24.08 | SEAL & COVER | <1 |
| 4382 | SFCS 238-1(6)0 | LEWISTOWN - SOUTHEAST | MTS-238 | 0 | 4.26 | CRACK SEALING | <1 |
| 4385 | SFCS 384-2(8)31 | TREASURE CO LINE - NORTH | MTS-384 | 31.44 | 25.63 | SEAL & COVER | <1 |
| 4386 | SFCS 426-2(6)14 | 6 KM E OF FERGUS CO LINE-EAST | MTS-426 | 14.34 | 12.56 | CRACK SEALING | <1 |
| 4388 | SFCS 532-1(7)12 | KING AVE - 72ND TO SHOLOH | MTS-532 | 11.89 | 3.96 | SEAL & COVER | <1 |
| 4033 | STPHS 4-2(19)54 | SIGNALS - LAUREL INTERCHANGE | US-212 | 54.4 | 0 | SIGNALS, TURN LANE | <1 |
| 3641 | STPHS 532-1(4)10 | SLOPE FLATTENING - N OF LAUREL | MTS-532 | 10.1 | 0.4 | SLOPE FLATTENING | <1 |
| 2152 | STPP 14-5(16)196 | MELSTONE - E & W | US-12 | 195.96 | 11.2 | RECONSTRUCT | >5 |
| 1302 | STPP 14-5(18)189 | MUSSELSHELL - EAST & WEST | US-12 | 189.3 | 6.5 | RECONSTRUCT | >5 |
| 1300 | STPP 45-1(17)8 | 13 KM N OF BIG TIMBER - N | US-191 | 8 | 9.2 | RECONSTRUCT | >5 |
| 1151 | STPS 298-1(7)4 | 6 KM SOUTH OF BIG TIMBER - SOUTH | MTS-298 | 4.2 | 4.2 | RECONSTRUCT, OVERLAY | 1 TO 5 |
| 4387 | STPS 532-1(8)0 | LAUREL - NORTH | MTS-532 | 0 | 6.14 | RESURFACE | 1 TO 5 |
| FY 2003 | | | | | | | |
| 3995 | BR 384-1(12)0 | BIGHORN RIVER-HARDIN | MTS-384 | 0.51 | 0 | STRUCTURE & APPROACH | 1 TO 5 |
| 3435 | BR 420-1(4)0 | SHEEP CR - ABSAROKEE | MTS-420 | 0.2 | 0 | STRUCTURE & APPROACH | <1 |
| 4004 | BR 568-1(13)0 | BNRR-2 KM W POMPEYS PILLAR | MTS-568 | 0.06 | 0 | STRUCTURE & APPROACH | 1 TO 5 |
| 3439 | IM 90-7(75)360 | DEHART - EAST & WEST | I-90 | 360 | 4 | RECONSTRUCT | 1 TO 5 |
| 3924 | NH 53-2(8)46 | MAIN ST - LAVINA | MT-3 | 45.99 | 0.33 | RECONSTRUCT | <1 |
| 4065 | STPP 72-1(8)0 | WYOMING LINE - BELFRY | MT-72 | 0 | 10.54 | WIDEN & RESURFACE | 1 TO 5 |
| 920 | STPP 78-2(10)37 | COLUMBUS - SOUTH | MT-78 | 37.2 | 8.8 | RECONSTRUCT & STRUCT | >5 |
| 4380 | STPP 78-2(20)33 | WOODWARD AVE - ABSAROKEE | MT-78 | 32.56 | 0.58 | RECONSTRUCT | 1 TO 5 |
| 920 | STPP 78-2(9)30 | ABSAROKEE-N. & S. | MT-78 | 29.9 | 7.3 | RECONSTRUCT & STRUCT | >5 |
| 4485 | STPS 239-1(3)0 | HOBSON - UTICA | MTS-239 | 0 | 11.67 | WIDEN, RESURF & STRUCT | 1 TO 5 |
| FY 2004 | | | | | | | |
| 4244 | BR 306-1(11)1 | KEYSER CR-2 KM W COLUMBUS | MTS-306 | 0.96 | 0 | STRUCTURE & APPROACH | <1 |
| 4365 | IM 90-7(80)369 | BOULDER RIVER - EAST | I-90 | 368.99 | 8.51 | RESURFACE | 1 TO 5 |
| 4075 | NH 14-3(14)108 | SHAWMUT - WEST | US-12 | 108 | 8.4 | WIDEN & RESURFACE | >5 |
| 3179 | NH 4-1(19)13 F | BRIDGER-SOUTH | US-310 | 12.6 | 13.08 | RECONSTRUCT & STRUCT | >5 |
| 2013 | NH 57-4(11)158 | WINNETT REST AREA | MT-200 | 158.7 | 0 | REST AREA | <1 |
| 4072 | NH 63-1(10)0 | HARLOWTON - NORTH | US-191 | 0 | 6.82 | RECONSTRUCT | >5 |
| 4073 | NH 63-1(11)15 | JUDITH GAP - N & S | US-191 | 14.51 | 4.67 | RECONSTRUCT | >5 |

New Traffic Signs Ahead

On January 17, 2001 the Federal Highway Administration adopted the Manual on Uniform Traffic Control Devices, millennium edition, commonly known as the MUTCD. This manual provides a common language to communicate among road users. It describes how traffic control devices are used in a variety of situations. These traffic control devices provide for a safe and orderly movement of traffic. This document can be viewed on the web at <http://mutcd.fhwa.dot.gov>.

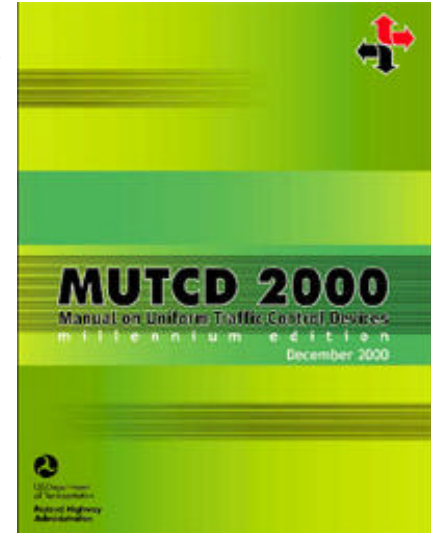
The Montana Code Annotated (Section 61-8-202) states that the Montana Department of Transportation (MDT) shall adopt a manual for a uniform system of traffic control devices for use on highways. On March 17, 2001 Director Dave Galt approved the adoption of the MUTCD, 2000 edition. This manual applies to any facility open to the general public including, for example, private roads and parking lots.

Printed and CD ROM versions can be ordered from professional organizations such as ATSSA (American Traffic Safety Services Association), AASHTO(American Association of State and Highway Transportation Officials) and ITE (Institute of Transportation Engineers). For local agencies you may contact Steve Jenkins, Local Technical Assistance Program Director (800-541-6671) to order a hard copy of the manual.

The dates for compliance with the 2000 MUTCD vary. If you are designing or installing traffic control devices, review the new manual. The web site www.atssa.com has a listing of responses to frequently asked questions about the manual. MDT is looking at training for the new MUTCD.

The adoption of this manual means we'll be seeing a few new traffic signs, new pavement markings, changes with traffic signals and other control devices. Through news releases, MDT will notify the public of major changes on state or district wide projects.

For more information, contact Pierre A. Jomini at (406) 444-6113 or pjomini@state.mt.us.



As a reminder, drive defensively at all times and have a safe journey.

Bridging the Gap



Counties around the state are scrambling for funds to replace or rehabilitate old and unsafe bridge structures. The Montana Department of Commerce (MDOC) Treasure State Endowment Program (TSEP) is a state funded program that provides grants to help finance bridge projects.

An increasing number of counties are learning that TSEP is an excellent alternative source of funding for bridge projects. On April 30, 2001 Governor Judy Martz signed HB11 which funded three county bridge projects with TSEP grants totaling \$1,096,500. The three successful counties were Lewis & Clark, Richland and Yellowstone.

MDOC encourages local officials, staff, and engineers to consider whether TSEP funds could help finance one or more of their bridge projects. It is estimated that approximately \$16 million in grant funds will be available to fund construction projects in the next funding cycle (2003 Legislature). Based on previous funding competitions, MDOC should fund over 30 projects. **The next application deadline is May 3, 2002.**

According to local officials, the up-front costs of preparing a preliminary engineering plan sometimes present a serious obstacle for communities who want to apply for financial assistance, particularly for small communities with limited resources. The 1999 Legislature added to the TSEP statute a provision that statutorily appropriates \$425,000 to the MDOC each biennium, beginning July 1, 2001 until June 30, 2005, for matching grants to be used for preliminary engineering work. The grants can only be used to fund work related to preliminary engineering. **In the preparation of a PER related to bridge projects, TSEP funds can be used to assess the condition of one or more, or all, of the bridges within the applicant's jurisdiction.**

TSEP will provide up to \$15,000, with a dollar for dollar match, for the preparation of plans, studies, analyses, or research in the preparation of a preliminary engineering report. These grants are on a first-come, first-served basis, and eligible applicants can apply at any time. This is not a competitive process.

MDOC recommends that local governments contact them as early as possible prior to submitting applications. TSEP staff can provide prospective applicants additional information about applying to the program. Draft application guidelines for TSEP's next funding cycle (2003 Legislature) will tentatively be available October 2001.

For more information about the Treasure State Endowment Program or workshops call the TSEP staff at (406)444-2400. Also check out the internet site: <http://commerce.state.mt.us/LocGov/Com/tsep/index.html>

Rail Plan Update Complete

MDT recently completed the first major update of the Montana Rail Plan since 1993.

The new plan, which can be viewed on MDT's website at www.mdt.state.mt.us, includes updated information about Montana's rail system and railroads, protects Montana's eligibility for Local Rail Freight Assistance funds, and assesses the feasibility of additional passenger rail service.

For more information about the plan or any other rail issue contact Tom Steyaert at (406) 444-7646 or tsteyaert@state.mt.us.

If you have an article or information you would like published in the September issue the deadline is August 17.

Please e-mail to jscott@state.mt.us. or send to Joan Scott, Montana Department of Transportation, Planning Division, PO Box 201001, Helena MT 59620-1001.

Transportation Planning Division Telephone Numbers

Only the most frequently requested numbers are listed here. For an area or person not listed, call **1-800-714-7296** (in Montana only), or **(406) 444-3423**. TTY (406) 444-7696 or 1-800-335-7592.

| | |
|--|----------|
| Administrator (Patricia Saindon) | 444-3143 |
| Bike/Pedestrian (Carol Strizich) | 444-9273 |
| CTEP (Mike Davis) | 444-4383 |
| Mapping | 444-6119 |
| Multimodal Planning (Dick Turner) ... | 444-7289 |
| Projects (Jeff Ebert) | 444-7639 |
| Public Involvement (Dave Dreher) .. | 444-6245 |
| Secondary Roads (Gary Larson) | 444-6110 |
| Road Inventory (Zia Kazimi)..... | 444-6111 |
| Traffic Data (Dan Bisom) | 444-6122 |
| Transit (Janis Winston) | 444-4210 |
| Urban Planning (Lynn Zanto) | 444-3445 |
| ITS Planning (Ross Tervo) | 444-9248 |
| Mail List Manager (Dawn McCallum) | 444-6115 |
| Newsline Editor (Joan Scott) | 444-7307 |

5200 copies of this public document were published at an estimated cost of 59¢ per copy for a total of \$ 3018.88 which includes \$1419.52.52 for printing and \$1662.36 for distribution. Alternative accessible formats of this document will be provided upon request.

MDT's Mission

*To serve the public by providing a transportation system
and services that emphasize quality, safety, cost effectiveness,
economic vitality and sensitivity to the environment.*

Montana Department of Transportation
Transportation Planning Division
2701 Prospect Avenue
P.O. Box 201001
Helena, Montana 59620-1001

Pre Sort Standard
U.S. Postage
PAID
Helena, MT
Permit No. 141

Address Correction Requested

